THE AMERICAN ARCHITECT

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City Planning in War Time

By GEORGE B. FORD

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Consultant to the Committee on City Plan of the Board of Estimate and Apportionment of New York.

IN Europe aviation has raised a whole series of new problems in the planning of cities, many of which demand immediate solution. When we were in France this fall we were taken out to one of the great aeroplane camps used in the defense of Paris. There, within the high enclosing wall, a field stretched away unbroken by buildings or trees for several miles, while far down each side ran a continuous row of aeroplane sheds. They told us that there were more aeroplanes then in that one station than there were in all of France at the beginning of the war; more than there were to-day in the United States. And yet, that was only one of a large number of aeroplane or balloon fields throughout France. These fields for training, maneuvers and storage require acres of continuous open space almost level in character and well drained. Around most cities such space is difficult to find and it is only by planning well ahead that adequate reservations can be made.

The remarkable increase in the common use of aeroplane and dirigible balloons in Europe to-day makes it obvious that their use for commercial and pleasure purposes after the war is going to be perhaps as rapid in its growth as was that of the automobile.

Still more important in city planning is the problem of providing convenient landing places for aeroplanes. When Ruth Law flew across from Chicago to New York she had to change her plans entirely on account of the difficulty in finding a safe landing place. In New York City about the only place that has been considered desirable for landing is Governors' Island. With the thousands of aeroplanes that will be flying in this country within a few years, whether there is war or not, the problem of providing landing spaces will become rapidly more urgent. In fact, the Post Office Department is now, in conjunction with the Aero Club of America, planning to select appropriate fields for landing in or near every important center. In France most of the aeroplanes, from a standing start, go only some 100 or 150 yards before leaving the ground and then shoot up into the air at a surprisingly sharp angle. They land easily in a 30-acre field. There are any number of places in New York, and in most of our other cities and towns, which would make ideal landing places if they were leveled off, and trees, bushes, wires and other obstructions removed. The problem of landing at night is perhaps the most difficult and dangerous of all. In France we found the landing places specially lighted by searchlights or by a peculiar formation of the surrounding lamps, so that, seen from above, they are readily recognized. Then, too, by day all sorts of special indications were used—whitewash or colored diagrams drawn on the ground, so that an aeroplane from a mile or two in the air could recognize the significance of the marks.

One of the most important problems for the city in time of peace is the moving of crowds of people quickly from one place to another. Its importance is increased tenfold in time of war. In France we saw everywhere parts of a great network of national military roads. They often go straight up and down over hills and valleys as did our old turnpikes, but always with the grades cut down to the minimum and with ample width and excellent surface. The roadways are never too narrow for two great motor trucks to pass each other at high speed —far different from our niggardly custom. Though these national roads go through the towns and cities, even in the larger cities they continue to belong to the national government and are paid for and maintained by it. They are the backbone of efficiency in the handling of people and goods about the country. Without them France would have had the greatest difficulty in meeting the situation with which she has been confronted.

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XUM

As for the railroads in France, here again we found men could be mobilized or handled in masses from one town to another with the greatest ease and speed. The special characteristics were ample approaches to the railway stations and extensive yards. Many of the railroad lines have been laid out with the war needs particularly in view, despite the fact that under peace conditions these lines are not profitable. However, they have more than proved their value since the beginning of the war. With regard to tramways, not only are the regular systems laid out strategically, but all over the country, through districts where a standard-gage railroad could not be provided, we found little light narrow-gage railroads with trains of three to eight cars that were in constant use.

Motor buses have played an exceptional role in France since the beginning of the war. It was the motor buses and taxicabs which saved Paris, because they were available and because they were a mobile means of transit. Entirely apart from the usefulness of motor buses in time of peace, it is a great asset to have large numbers of them immediately available in case a sudden need arises for transportation of large bodies of troops.

In the transportation and handling of supplies we found that great changes have been made in France since the beginning of the war. Things had to be handled in much greater quantities and with as little loss of time as possible. In many parts of the country, particularly near the war zone, we saw new railroads being built and old ones considerably extended. In almost all of the freight yards that we saw extensions were being made, new terminal tracks being put in, huge new warehouses being built, all with a view to handling war supplies quickly and without waste. At Marseilles we saw a great new classification yard along the new docks that the city is now building, rendered necessary by the trade that has come to the port on account of the war.

We went over the ports of Marseilles, Bordeaux, Rouen and to some extent Havre, but we hardly recognized them, so much had they been changed; building going on on an enormous scale everywhere, the ports being doubled, trebled, and even quadrupled in size, and even at that, ships waiting at anchor for days and weeks outside the port for a chance to unload. It was a condition of things that troubled us a great deal, for we realized that hardly a city in America was prepared to meet emergency conditions in like fashion. If nothing else, a comprehensive plan should be worked out now, so that it can be carried out as speedily as possible when the time comes.

Rivers and canals were being deepened and broadened on every hand, and new ones were being built, new boat services were being started, all because the cheaper handling of freight was becoming an increasingly serious problem in France, since it also means a saving of coal and of men, both of which are at a premium.

However, the thing that probably impressed us most in the handling of goods both along the waterfront and in the local terminals, was the extensive use of handling machinery. Even in the small villages the freight yards were equipped with cranes and other handling devices, while in the larger yards and along the docks almost nothing was done by hand. Any mechanical device that would save labor was more than paying in its way, as it released men for services at the front.

The handling of foodstuffs and war supplies in particular has become a most important problem, with the bringing together and the storage of great quantities of supplies and the provision of efficient means for their distribution. Along the railways or waterways around the cities and larger towns we saw acres of new sheds that have been erected since the war, just for the handling of war supplies. Often they were inconveniently located due to the lack of planning beforehand. The nearer we came to the front, the greater the number of these storage fields. In every case it was necessary to find large, level, well-drained fields.

The handling of foodstuffs for the civilian population is a problem to which France has given careful thought for a good many years. Every city, town and village has its municipal retail markets in big halls open at the sides, where stalls are rented to the little dealers at the minimum economic rental. This gives the city a chance to control not only the healthfulness and quality of foodstuffs, but also the maximum prices, all of which has proven a most effective means of keeping down the high cost of living during the war. More than that, however, there has been a very strong tendency of late years in France, as well as in other European countries, to develop public wholesale auction markets, and a number of big retail markets have recently been changed for the most part from retail to wholesale use, all of which tends to keep down costs. The raising of foodstuffs is a most urgent problem in all of the countries at war. In France it has long been the rule to cultivate every acre of ground, including all of the vacant lots in cities. Workingmen's Gardens Societies lease all available vacant lots and rent them to wage earners' families, in plots of 2500 to 5000 square feet for a nominal rent. Every member of the family works in the garden. A plot will often keep a family of eight or ten in vegetables the year round.

One of the most serious problems of all is the locating and laying out of the mobilization camps,

the barracks for soldiers or prisoners, and the hospital blocks. We know only too well what trouble we had here in America when we tried to mobilize our troops quickly in the spring of 1916. In France before the war such mobilization places had been provided within easy reach of the railroads and with special sidings arranged to take care of the troop trains effectively. More than that, the fields were thoroughly drained and provided with water and sewage disposal and other necessities. Every city, too, has large areas devoted to barracks especially designed for living purposes. The prison camps and hospital blocks that we saw were very similar in character to the mobilization and training camps. They had the same type of long, low wooden sheds, clean, sanitary, with plenty of ventilation and good heating, excellent drainage, and with water and sewer connections so that the health of the prisoners could be preserved.

In housing, we were astonished at the striking development which has taken place since the war began. We found in Limoges, for example, that some six acres of four and five-story tenements in the heart of the city had been razed to the ground. At a cost of a great many millions the city was going ahead in the midst of war times to lay out new and broader streets and rebuild the district along modern city-planning lines. In Marseilles we found fourteen and a half acres of old six and seven-story tenements in the center of the city already torn down. At a cost of something like 40,000,000 francs the city was laying out new broad streets and open spaces, erecting new buildings of a modern character, all as a matter of "Preparedness for Peace." It has been borne in on them very strongly that with the loss of a million or more of their best men, they are bound to do everything they can to preserve and build up the next generation; that they cannot afford to let it grow up in unsanitary and disagreeable surroundings.

These old quarters were a serious conflagration menace and center for the spread of disease. It was especially dangerous to leave them in war time. In America, some of our largest cities have old sections with narrow streets, where if a fire or explosion were to be started, the whole district would go. It is our duty to seriously consider opening up these districts now before it is too late. We can do it far easier to-day than we could at any time in the past or in the future. We have a wonderful opportunity to-day to open up the cramped old sections of our cities. If we are big enough to seize it, we will bestow the greatest benefit on the city not only now but for all time to come.

In the munition plants we found the barracks and houses, the dining halls and hospitals, that have been built to take care of the thousands of employees, models of healthfulness. They were rarely attractive, because they had not had time to think out attractive forms at the price, but they were businesslike. In England we saw the plans of a single munition plant nearly as large as the island of Manhattan, where they expected to house eventually nearly 100,000 workers. The whole area was being planned with all the care and foresight possible. The general buildings were permanent and would be the nucleus of a city later. The typical houses and barracks were being built so that they could be taken down after the war and shipped over to Belgium or France and used in place of buildings destroyed by war. This brings up the great problem of reconstruction work to be done after the war, of which we saw a great many plans, and, in fact, much actual work then in progress. But that is a whole story in itself.

Heretofore France has never known recreation in the sense that we know it. Recreation has usually been "sport," and even at that, largely borrowed from England. But partly as a result of the outdoor life at the front and partly as a matter of reasoning, the Frenchman has come to realize the necessity of providing recreation places in his cities and towns. The movement is very recent, but the new recreation parks and playgrounds designed for Rheims, Clermonton, Argonne and Bordeaux gave us a suggestion of the importance that the new movement is taking in France. As success in war or peace depends so largely on keeping both men and women in the best physical condition, the provision of play space becomes doubly imperative.

War shows up very clearly the need and lack of general city planning. All of the various matters that are touched upon here and many others must be woven together into a unified comprehensive plan. We found in Paris that the city government had since the beginning of the war organized a city planning bureau with broad powers which was planning comprehensively the whole metropolitan area, not only within the city, but through all the surrounding district. In Lyons we found similar plans being worked out. In London the architects, engineers and city officials have come together and are working out most extraordinarily comprehensive plans, especially for traffic routes for an area of nearly two thousand square miles around London.

But more striking still were the plans which they showed us for the replanning of Rheims and some of the other destroyed towns. In France they have come to realize that they must make a virtue of their necessity and rebuild the destroyed cities along modern, scientific lines, always preserving as far as possible the charm of the past. They have gone further still, and now appreciate the vital need of general scientific planning. They have actually

framed a law which has already passed the Senate —the Loi Cornudet—according to which every city, town or village in France, regardless of whether it is in the destroyed area or not, will be forced to lay out all its future developments according to modern city-planning principles. Every community will have to have its city-planning commission, over which there will be a general commission in each of the eighty-six departments, and over these in turn there will be a federal commission, so that all may work along similar lines and so that the whole area of France will be laid out according to one great comprehensive plan.

They are doing these things because they find that they have got to do them to meet the economic competition with other countries which is coming after the war. There must be no waste, and they are providing to eliminate every possibility of it. France is doing all these things at enormous cost, despite the superhuman work of carrying on the war. She is doing it because she finds it necessary to make up for the mistakes of unpreparedness. We in America are remarkably fortunate in having the example of their experience before us. It is comparatively easy for us to plan for these emergencies, be they in aviation, in the transportation of men or supplies, in housing or recreation, or in the working out of general all-including plans. In peace times it is sheer common sense to give our best thought to the planning of our cities. It is imperative to do so now to meet the demands of war.

Visualizing a Building

A newspaper correspondent to a London paper expresses surprise that the architecture of St. George's Hall in Liverpool should be so successful in embodying and expressing the classical spirit, as the architect was known to have never enjoyed the advantages of travel.

The Architects and Builders Journal of London, commenting on this statement, says:

"Without denying for a moment that it is a very great advantage to see in situ the actual work of the monumental builders, one is nevertheless convinced that such 'ocular demonstration' is not absolutely essential to a vivid perception—in the mind's eye—of a building of which pictures and plans are available, and of which the dimensions have been accurately ascertained. It is, indeed, an important part of an architect's training that he shall be able to visualize clearly and instantly in three dimensions a building represented on a plane surface. If he have what is called a good visual memory, he can do more than this—not only can be conjure up a more or less vivid vision of any building which has impressed him, but he can—'as imagination bodies forth the forms of things unknown'—see mentally the building he wishes to design—see it, that is, before he attempts to draw it; and unfortunately the delineation always falls considerably short of the dream-design. In this respect temperaments differ greatly. Just as some authors cannot compose without the aid of a pen—it is said that Dickens could not, and that when writing leaders for the *Daily News* he never knew what line he was going to take until he was led by his pen, which was to him as a blind man's dog—so there are doubtless many architects who require pencil and paper as first-aid or stimulus. Designing in this tentative and piecemeal way—objective designing, one may perhaps call it—is probably more common than that which is a more or less imperfect record of a subjective conception. That Elmes had the inner vision strongly inherent there can be as little doubt as that he fed and strengthened it by the sedulous and imaginative study of all the accessible documents."

Lafayette Memorial, Prospect Park, Brooklyn, N. Y.

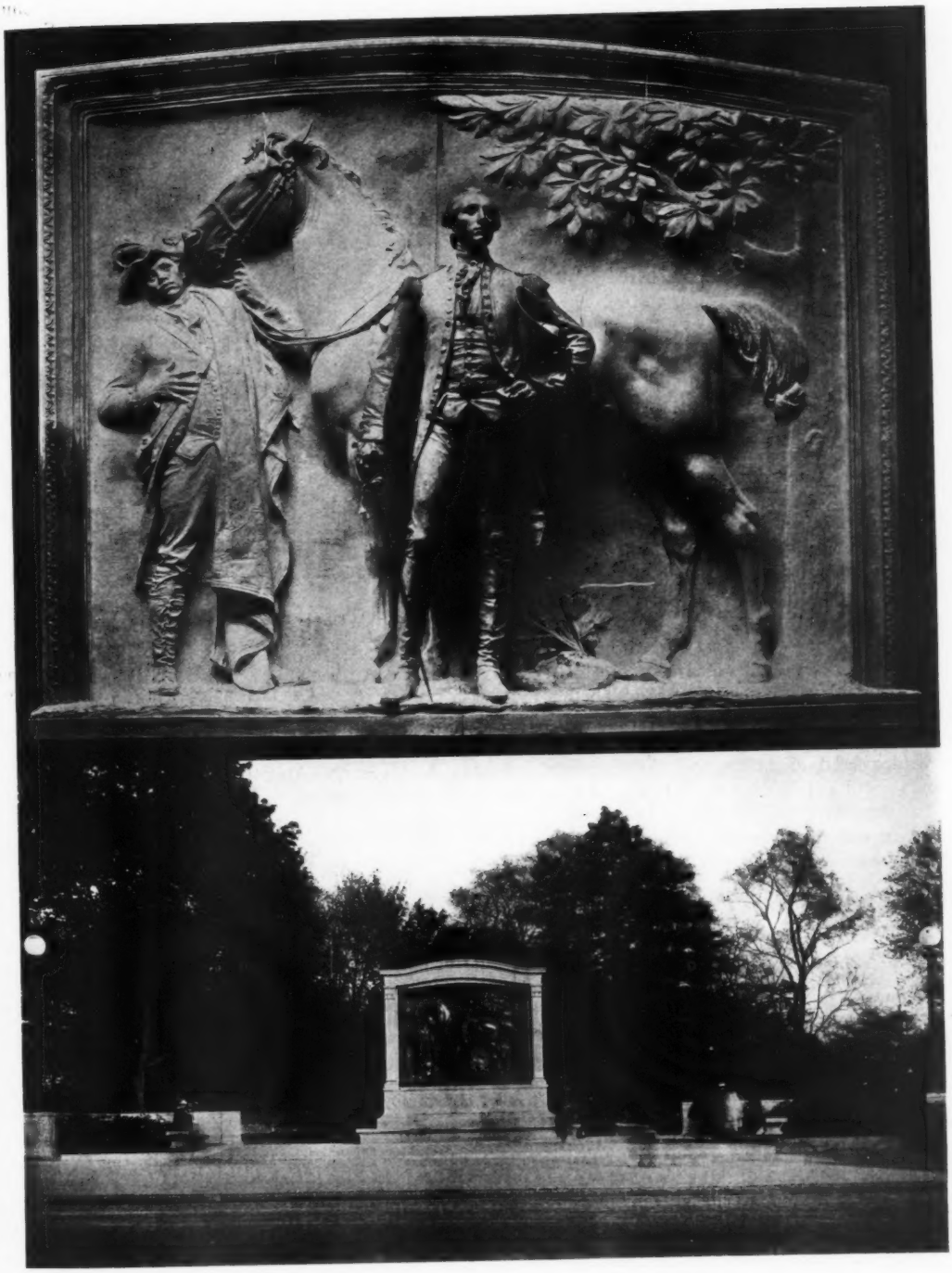
THE principal feature of the Lafayette Memorial is a panel of bronze about twelve feet in length by ten feet in height, upon which are sculptured a figure of Lafayette seven feet in height and a colored servant, who holds the horse of his master. Lafayette, in the uniform of a general of the American Army, is represented as a youth of twenty, which was his age when he offered his services to Washington. An attempt has been made to give him the air of a patrician, accentuated by the stockiness of the negro attendant. A magnolia tree fills out the composition.

The bronze tablet rests upon and against a structure of granite of Italian Renaissance design. This forms a base and frame and background for it.

In front of the monument proper is a platform 32 feet deep by 64 feet in length, paved with brick, with a retaining wall and a seat at either end, of granite. Provision is made for low shrubbery back of the seats and back of the monument proper. Bronze lamp-posts are set at either end of the front of the platform. The memorial forms an entrance to the park at Ninth Street and Prospect Park West.

The architectural setting and the plan are by Henry Bacon, architect, of New York. Daniel Chester French of New York was the sculptor.

This memorial was unveiled on May 10, by Marshal Joffré, who with other members of the French Commission was the guest of honor on the occasion.



LAFAYETTE MEMORIAL, PROSPECT PARK, BROOKLYN, N. Y.
DANIEL CHESTER FRENCH, *SCULPTOR*, HENRY BACON, *ARCHITECT*.

Recent Books

CITY PLANNING PROGRESS—1917. Compiled by the Committee on Town Planning of the American Institute of Architects. Edited by George B. Ford. 207 Pages, 218 Illustrations. The Journal of the American Institute of Architects, The Octagon, Washington, D. C. $1.50 Paper. $2.00 Cloth. Postage 20c extra.

Perhaps in no better or more forceful way could a committee of the American Institute of Architects demonstrate an unselfish contribution of valuable time than has the Committeee on Town Planning in the preparation of this very important book, which is, first of all, a report of the committee and the concise rendering of the results of its deliberations.

We had, on the occasion of the last convention, to comment on the labors of the various committees of the Institute and the large measure of valuable service rendered, not only to the Institute members, but to the profession at large.

We also commented on the fact that it became incumbent on the many men not already affiliated with the Institute to lend a more willing ear to the invitations that had been extended to join the national body.

It is a service of this nature that makes the institute in the largest sense a representative body. The good results that accrue are felt by every practising architect in this country.

This volume is a conclusive answer to critics who have endeavored to create a doubt as to the hold city planning has taken on every practical American. It is, in fact, a record of all the good accomplishment since the problems of city planning were first taken up and given careful study by architects. There is no verbiage, no padding of the subject, no introduction of unnecessary illustration. In short, the work is encyclopedic in its character, and, this fact established, it may well be used in every case where knowledge is sought of the things that have been done in the correction of early errors in civic planning or the beginning of projects that have received the most skillful consideration.

The book's compilation of data from towns and cities is supplemented by an introductory discussion on how to get started in city planning, and by a summary. The latter includes among its subheads the leading accomplishments of the year, acts and ordinances, State, interurban and metropolitan conferences, county planning, instruction in city planning, city planning abroad, and the effect of the war on city planning. Then comes a brief but admirable list of references on city planning compiled by Theodora Kimball of the Harvard School of Landscape Architecture; and, finally, a very complete topical index.

The Town Planning Committee, to whose co-operative work not only the Institute but the cause of city planning is so greatly indebted, is made up of the following:

George B. Ford, Chairman, New York City; Frederick L. Ackerman, New York; C. H. Alden, Seattle; Hubert Burnham, Chicago; C. H. Cheney, San Francisco; J. Randolph Coolidge, Boston; Charles A. Favrot, New Orleans; A. L. Fechheimer, Cincinnati; F. E. Giesecke, Austin, Texas; Edwin H. Hewitt, Minneapolis; B. S. Hubbell, Cleveland; Louis La Beaume, St. Louis; Ellis F. Lawrence, Portland, Ore.; Ben J. Lubschez, Kansas City, Mo.; John Hall Rankin, Philadelphia; E. J. Russell, St. Louis.

The book is not copyrighted. Newspapers and commercial and civic bodies are invited to quote from it, to the end that through its means the ideals of city planning may be extended to the utmost.

English Details No. 2

FIREPLACE—COMMON HALL, ABBOTT'S HOSPITAL, GUILDFORD, SURREY

THE fireplace illustrated is from the institution established in Guildford in 1619, by George Abbott, a native of the town and Archbishop of Canterbury. It provides for the maintenance of thirteen men and thirteen women.

Abbott's Hospital is one of the finest examples of the period, having been constructed and furnished both inside and out in the one prevailing style.

The exterior, with its admirable façade, vies with the Guildford Town Hall as the most interesting building on its precipitous High Street. Entering by the great door, we come to the court, about which range the quarters for the beneficiaries.

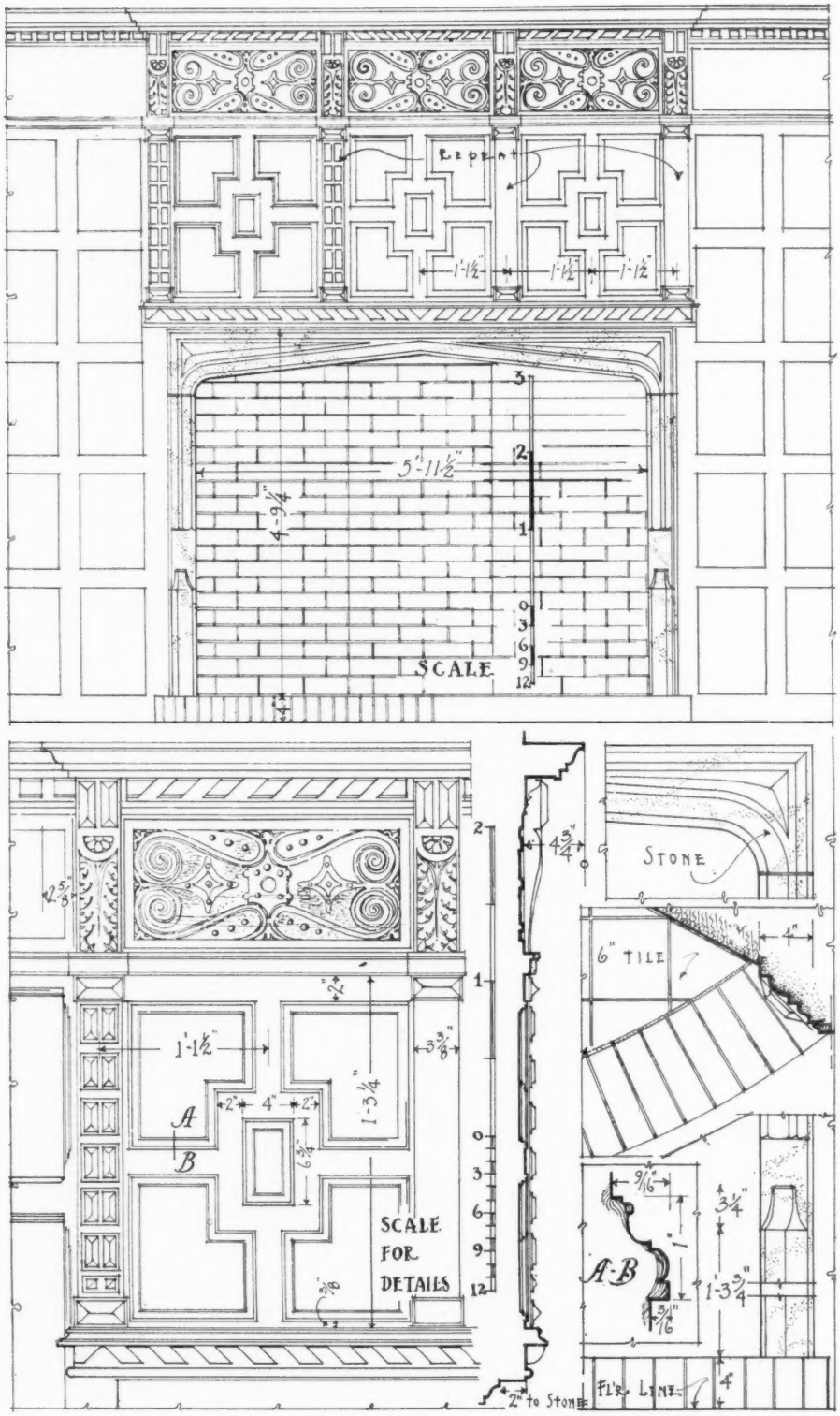
Opposite the principal entrance to the court and on axis with it, there is a passage which leads to the great terrace in the rear, with its gardens and summerhouses beyond. At the immediate right of this passage is the Common Hall, the fireplace of which is the subject of this issue.

The over-mantel and the surrounding paneling in this room have been softened and mellowed in tone by the years, till now, with its rich color and original furniture, it is a gem of the period.

FIREPLACE IN COMMON HALL, ABBOTT'S HOSPITAL, GUILDFORD, SUSSEX

DRAWINGS AND PHOTOGRAPHS
BY WALTER G. THOMAS

ENGLISH DETAILS
NO. 2



FIREPLACE IN COMMON HALL, ABBOTT'S HOSPITAL, GUILDFORD, SUSSEX

DRAWINGS AND PHOTOGRAPHS BY WALTER G. THOMAS

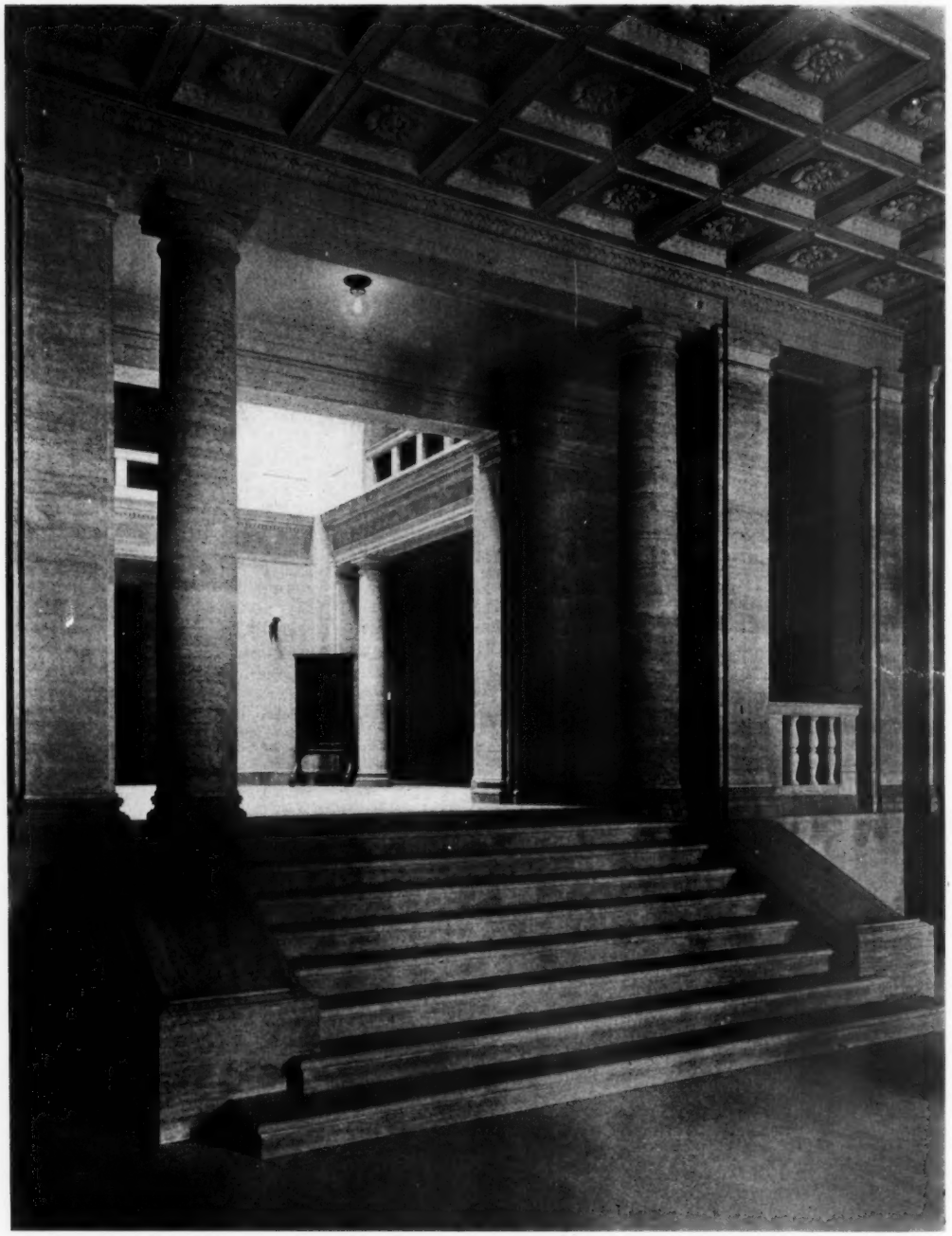
ENGLISH DETAILS NO. 2

XUM

FRONT VIEW, LOOKING SOUTHWEST

WESTCHESTER COUNTY COURT HOUSE, WHITE PLAINS, N. Y.

MR. BENJAMIN W. MORRIS, *ARCHITECT*

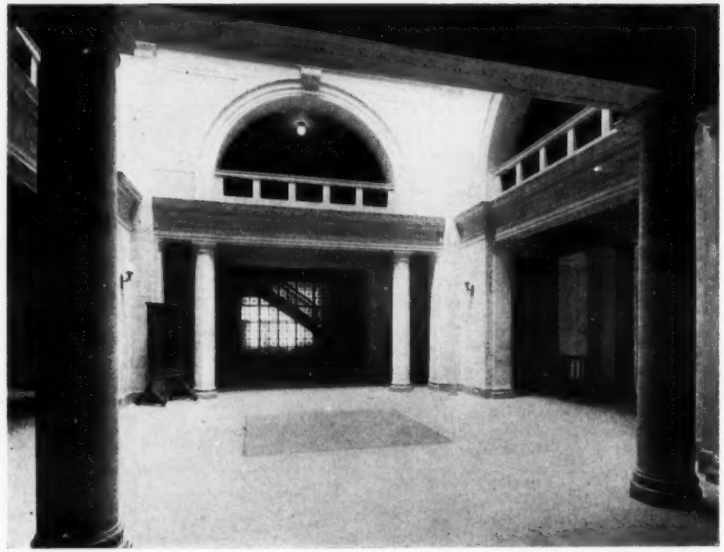


VESTIBULE AND ROTUNDA

WESTCHESTER COUNTY COURT HOUSE, WHITE PLAINS, N. Y.

MR. BENJAMIN W. MORRIS, *ARCHITECT*

GRAND JURY ROOM



ROTUNDA

WESTCHESTER COUNTY COURT HOUSE, WHITE PLAINS, N. Y.

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XUM

TYPICAL SUPREME COURT ROOM (ONE OF FOUR)

WESTCHESTER COUNTY COURT HOUSE, WHITE PLAINS, N. Y.

MR. BENJAMIN W. MORRIS, *ARCHITECT*

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SURROGATE'S COURT ROOM

WESTCHESTER COUNTY COURT HOUSE, WHITE PLAINS, N. Y.

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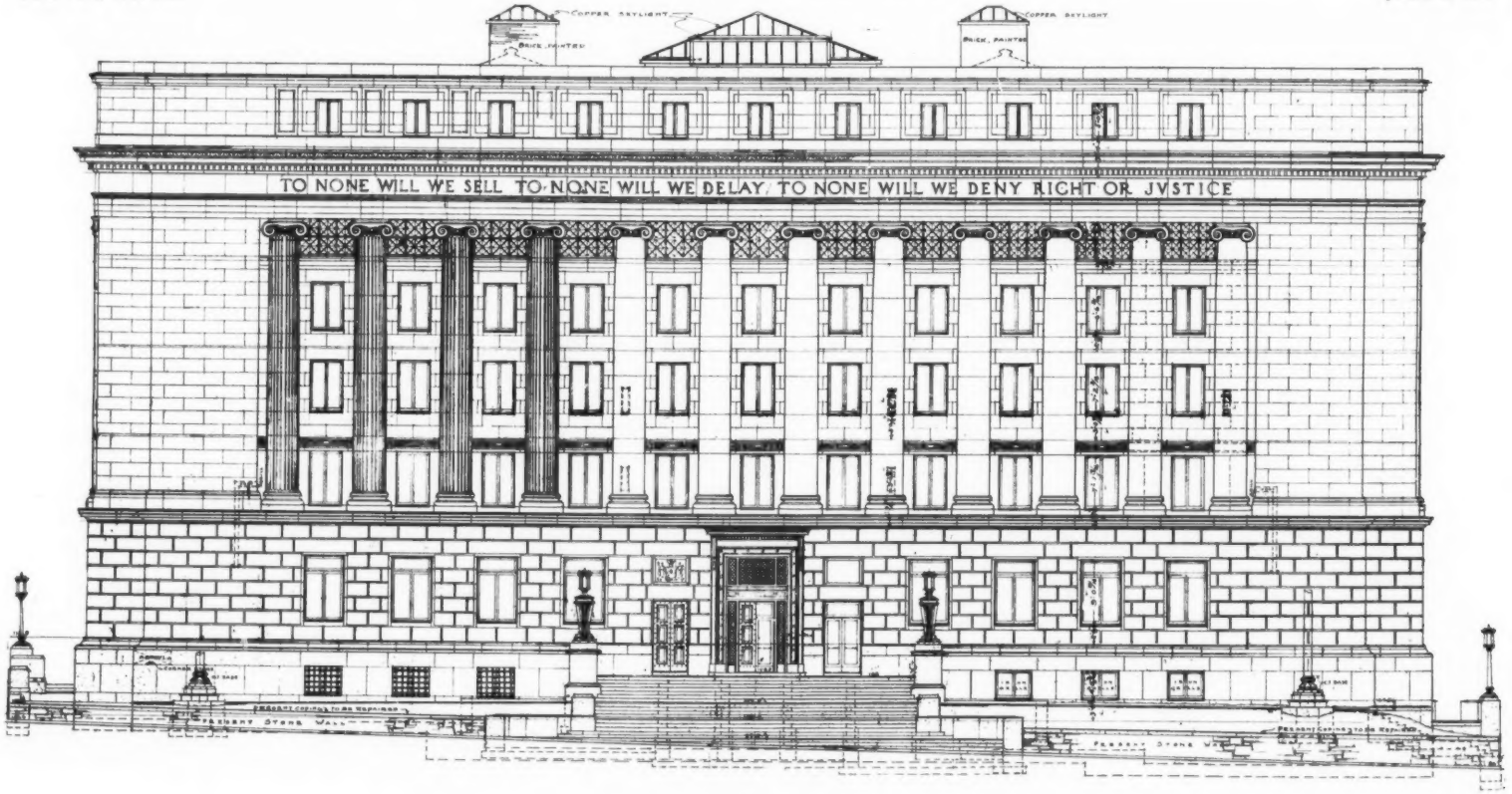
COPPER SKYLIGHT
BRICK PAINTED
COPPER SKYLIGHT
BRICK PAINTED
TO NONE WILL WE SELL TO NONE WILL WE DELAY TO NONE WILL WE DENY RIGHT OR JVSTICE

NORTH ELEVATION

WESTCHESTER COUNTY COURT HOUSE, WHITE PLAINS, N. Y.

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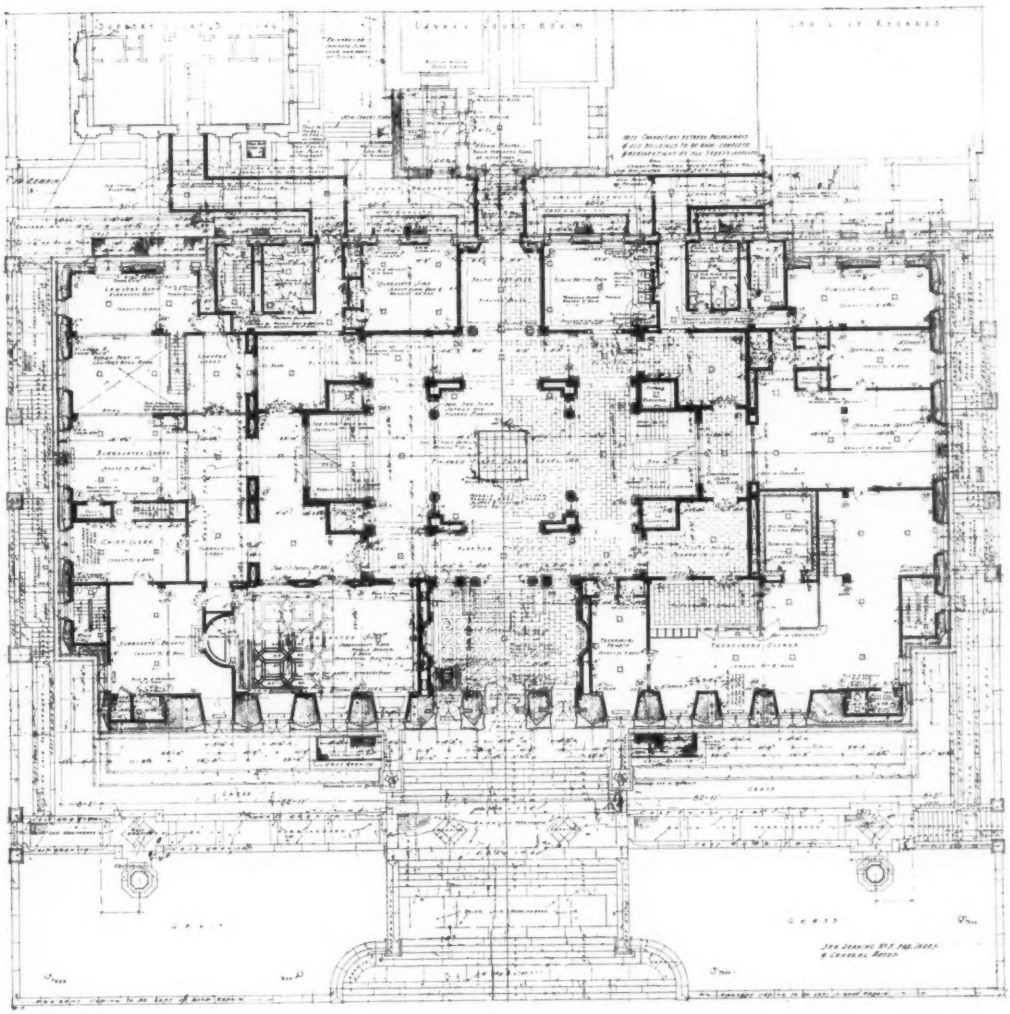

FIRST FLOOR PLAN

WESTCHESTER COUNTY COURT HOUSE, WHITE PLAINS, N. Y.

MR. BENJAMIN W. MORRIS, *ARCHITECT*

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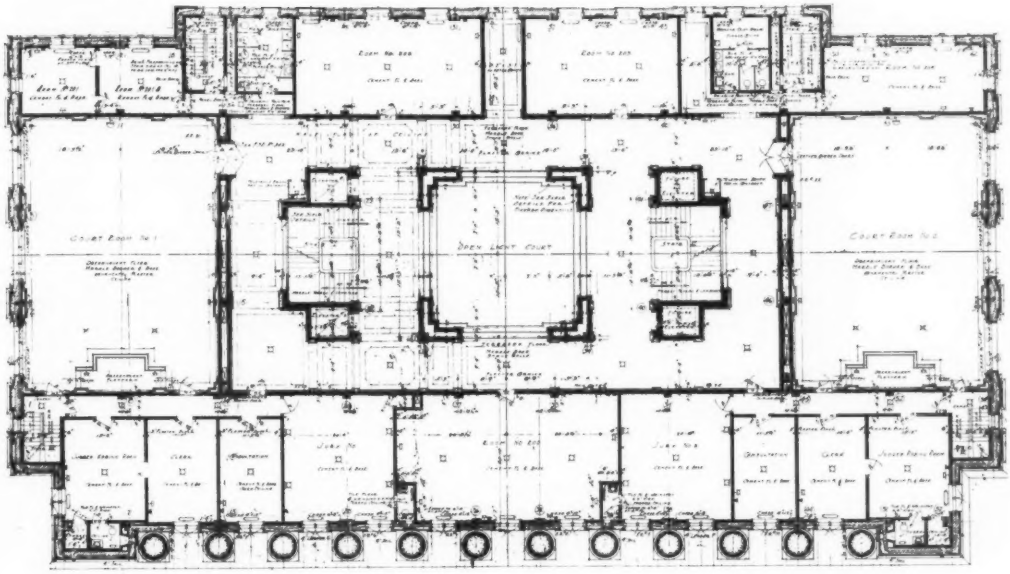
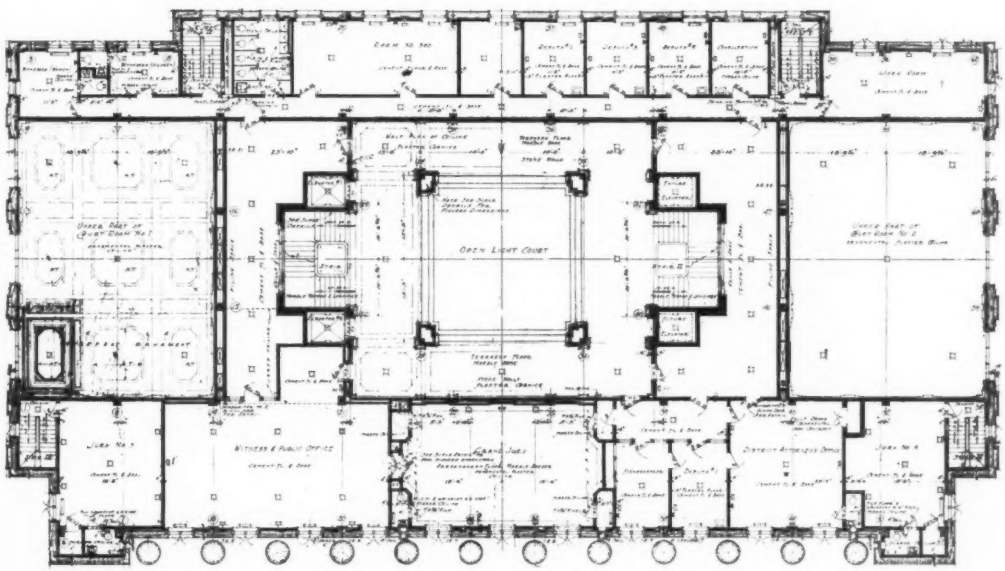


SECOND FLOOR PLAN



THIRD FLOOR PLAN

WESTCHESTER COUNTY COURT HOUSE, WHITE PLAINS, N. Y.

MR. BENJAMIN W. MORRIS, *ARCHITECT*

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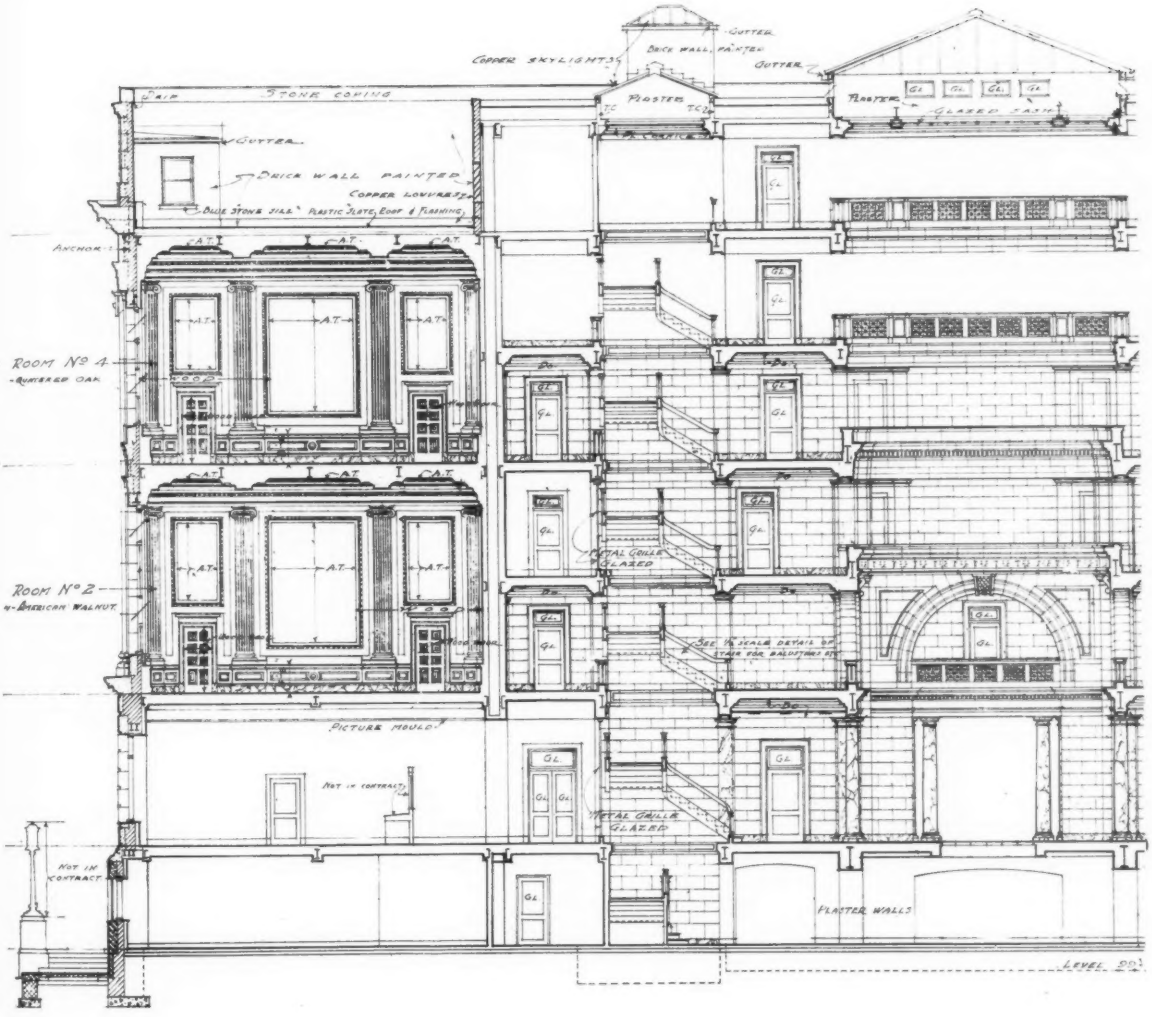

LONGITUDINAL SECTION, LOOKING NORTH

WESTCHESTER COUNTY COURT HOUSE, WHITE PLAINS, N. Y.

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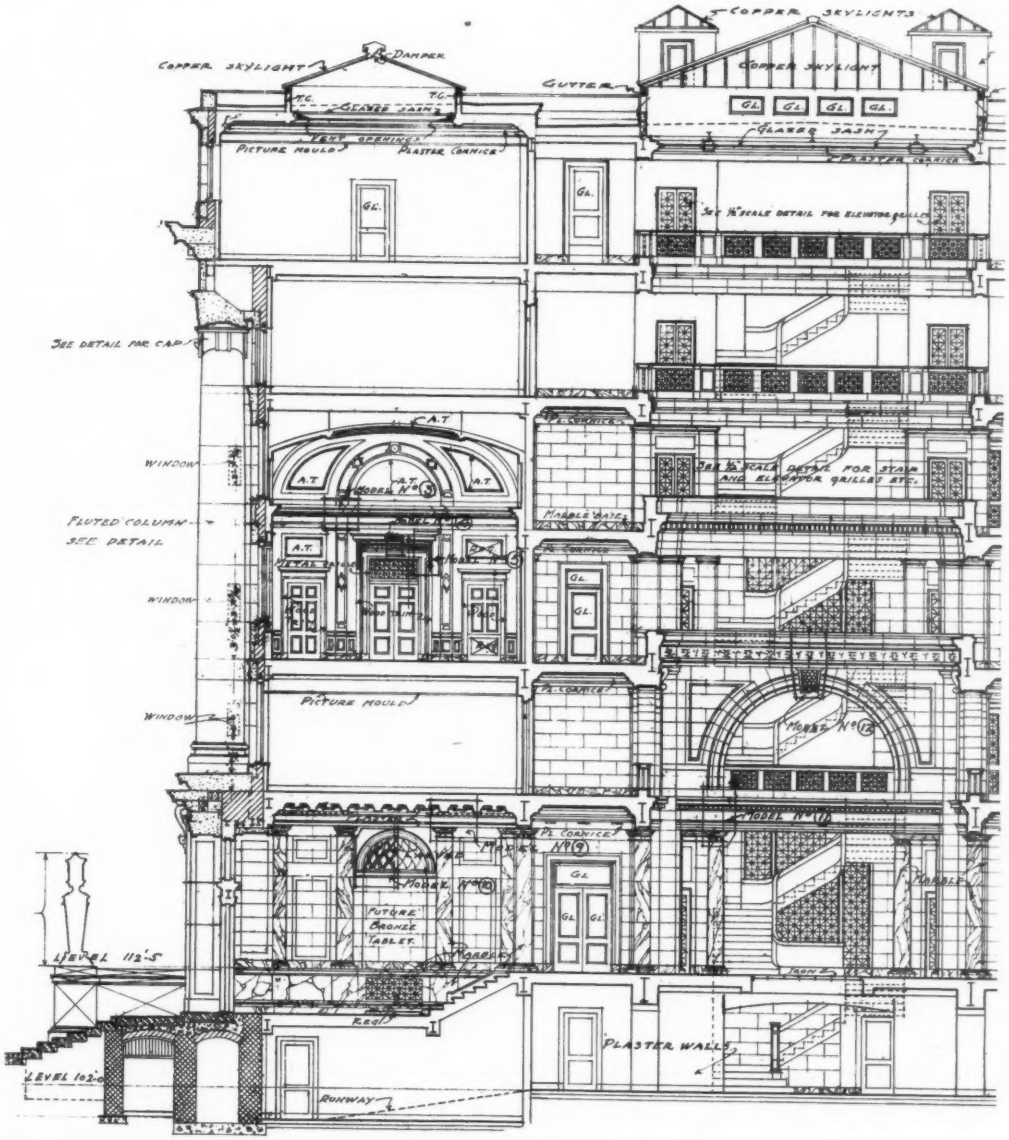
XUM



CROSS SECTION, LOOKING EAST

WESTCHESTER COUNTY COURT HOUSE, WHITE PLAINS, N. Y.

MR. BENJAMIN W. MORRIS, *ARCHITECT*

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The Annual Fire Loss

ACCORDING to statistics compiled by the National Board of Fire Underwriters the fire loss in the United States for 1916 was $214,530,995, or $2.10 for every man, woman and child in the country. Carelessness was the cause of a great proportion of this loss.

At any time such an enormous loss and its demonstrated preventability is something that it is difficult to patiently consider. At this moment, when we are at war and when every resource we can command is absolutely necessary to secure a successful issue, we are forced to the opinion there should be a revision of our laws to an extent that would make a careless act leading to a fire loss as proportionately criminal as an actual act of incendiarism.

The chairman of the Underwriters' Committee on statistics and origin of fires, urges the National Board to "conduct a vigorous campaign to make Americans understand the wickedness and folly of the national habit of carelessness and neglect as applied to fire risks."

The New York *Sun* in commenting on this recommendation states: "Folly and wickedness are strong words, but not too strong to describe the preventable destruction of property caused by carelessness and neglect of elementary precautions in the house and in the factory."

It seems impossible of belief that, after years of hard work and well-directed effort on the part of boards of fire underwriters, fire protection societies, and the constant surveillance of what are probably the best organized fire departments in the world, that it should be necessary to record an enormous and annually increasing fire loss.

It begets a sense of irritability to learn that so large a proportion of this loss is due, as the *Sun* states, to "a neglect of elementary precautions."

For this reason, if no other, it would seem that the evidently large number of our population should be visited with the same consequence for these acts of carelessness as for those hardly less criminal in their results and regarded as justly-punishable offenses.

When there have been laws enacted carrying severe penalties for acts of carelessness as affecting fires, and these vigorously enforced, there will be a material reduction in the fire loss in this country, and not until such laws have been passed can we be said to have made any very great advance in this direction.

There can be nothing revolutionary in the idea that an individual is responsible to others for his acts, nor has there any good argument been advanced why this principle should not be applied in the case of fires.

While, for example, there are no special laws in France or Belgium relating to fires, there is, nevertheless, a police inquiry into every fire in cities or towns. According to the Code Napoleon, every person is responsible and liable for any acts of his by which any person has, or may have sustained loss, damage or injury.

The interpretation of this article has included every act as relating to fires. Nor is there any limit to the liability.

In Germany the liability of responsibility for fires and the resultant loss or damage is even more strictly enforced. The effects of these enforcements are to be seen in the comparatively small fire losses.

With special reference to the present daily fire loss and its effect at this time, the National Board of Fire Underwriters, in a strongly worded address, states:

"Every day furnishes increased evidence that the world is racing with starvation. It is a crime against humanity to allow the usual percentage of fires in grain elevators and other places of storage to be continued. The National Board, therefore, has been working out extensive plans for providing fire protection, as distinguished from mere fire indemnity, for all elevators, flour mills, potato and onion warehouses, and other food repositories in the United States. . . .

"The vast annual loss of food staples through fire has long been recognized as very largely preventable,

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but there never before has been such an opportunity for bringing about a widespread campaign of conservation. The successful fruits of this campaign should preserve the living for unnumbered thousands whose food requirements would be destroyed were the fire loss to remain as usual."

At this time the United States is the source of the largest part of the world's supply. It is vitally important that this supply should not be diminished by losses from fire. It is therefore a part of every man's patriotic duty to lend his aid by co-operation with those who have undertaken this great task of fire prevention. Again to quote from the address referred to:

"It is of the utmost importance that every individual in the nation should consider himself as a committee of one to co-operate in the removal of all unnecessary fire hazard that may come within his knowledge. The urgency of this need is paramount."

It is not the hysterical or boisterous demonstration of patriotism that indicates how earnestly we are striving towards a victory that we feel is essential to the world's welfare, but the serious attention to appeals like the above and ready co-operation along lines that are indicated by men schooled in the things they urge, that will carry us quickest and straightest to victory.

"The Thirteenth Floor"

THE fact that a London householder had filed with the County Council a request to be permitted to change his house number from 13 to 12A moves the *Architects' and Builders' Journal* to remark that "silly superstitions are rampant among a public that wears 'charms,' pampers 'mascots' and pours wealth into the laps of palmists and crystal gazers." The County Council refused the request.

One of the incomprehensible things in our present civilization is that in spite of widespread knowledge and its easy accessibility there should survive the superstitious beliefs that are everywhere prevalent.

It has been claimed that superstition is an attribute of ignorance, but every man from his own observation knows this is not true. Every architect has at one time or another been compelled to combat the superstitious tendencies of clients, and everyone who has designed a tall building will know that there has been debated the question of omitting the supposedly unlucky thirteen in designating the floor numbers, and that in many instances the number thirteen has been omitted in order to satisfy the superstitious fears of prospective tenants who inconsistently consent to occupy a thirteenth floor under the false numbering of the fourteenth. Many of our large hotels not only omit the thirteenth in numbering the floors, but on each floor also omit 13 in numbering the rooms.

That this dread of the number 13 is carried to a most foolish extreme is further commented on in the editorial above referred to, which states: "We know, for example, of a house of which the rent had to be lowered because of the reluctance to inhabit it on the showing that No. 175 is essentially $1 + 7 + 5 = 13$, which is mere foolishness, but seems to have been turned to account, to the detriment of the landlord."

The metaphysics of the beliefs and usages of a people have formed the basis of specialized study and research. It is a historical fact that the daily lives of ancient people were ruled in their religious aspect by the interpretation of natural phenomena, which were by the priests construed as omens. Where such correlated beliefs exist they may be regarded as survivals or relics of a past, the influence of which, in spite of intervening centuries and the great spread of knowledge, has yet a strong hold on the minds of peoples and in a greater or less degree influences their activities.

The banality of superstition should be so evident to the educated mind that it is difficult to understand its hold upon those to whom we would naturally look for a broader view.

To refer again to the ominously regarded 13, architects will probably be too busily engaged with more important matters and will not waste time in efforts to convince clients of the fallacy of their belief in the "unlucky thirteen." So we shall continue to regulate the use of this number in designating rooms and floors to meet the wishes of clients until that day arrives, probably far distant, when superstitious beliefs will not so largely rule our daily conduct.

A STREET IN PÉRONNE AS THE GERMANS LEFT IT.

(From The Architectural Review)

The Foreign Architectural Press

A REVIEW of the foreign architectural press narrows down practically to the English periodicals. Among a large list of European exchanges, they have, with the exception of the London journals, ceased to reach us. In one case particularly, the situation is pathetic. *La Constructione Moderne,* at one time a large and dignified publication, has shrunk to a mere pamphlet. We learn that its usual form is temporarily suspended, owing to the absence of the editors at the front. A few comments are to be found in this leaflet, and there is in each issue the page devoted to the names of men in the profession who have met death on the field of honor.

In the English papers, the one absorbing topic is the War, and the part played by men of the profession. In every issue we also find the obituaries of architects who have gone forth to battle and to death.

The price in men of ability or great promise in the architectural profession that England and France has paid since this war began is enormous, and we can only hope that the end of strife is near, and that, with the entry of the United States, it may be possible to bring the matter to a speedy conclusion.

The April *Architectural Review* has an article descriptive of "The Sack of Péronne," and a number of illustrations that show how thoroughly the work of destruction has been accomplished. The article states:

"The place is an absolute ruin, and not brought to this sad state through the ordinary course of battle, for the French and British armies had spared the town as much as possible, but its buildings maliciously sacked by the Germans in the same spirit as prompted them to cut down fruit trees and to poison wells. On the Hôtel de Ville, after they had blown it up, they fixed a board bearing the words, 'Nicht ärgern, nur wundern,' which may be translated as 'Don't get angry; just wonder!'

"Writing on the day after our occupation of the town, the special correspondent of the *Times* says: 'There is not much evidence of shell fire. I could not find a shell hole in the roadway of the Grand Place. But there is not in Péronne one habitable house. The Boche has blown out the fronts of most of the buildings. The others he has burned.'

"Such is the record of what the German army has done once more in the name of 'military necessity.' It is but the record of Belgium over again, and seeing the ruin they have left behind them in their recent retirement, one is left with the sure conviction that the same vandalism will be perpetrated as the Boche is

THE RUINS OF PÉRONNE (HOTEL DE VILLE ON THE LEFT).
(From The Architectural Review)

forced back and back out of the countryside on which he thrust his dreadful presence.

"Péronne is but one of the many little towns that have shared the same fate."

TYPICAL HUTMENT IN AN ENGLISH MILITARY CAMP.
(From Architects' & Builders' Journal)

In sharp contrast to the horrors of war, is an article in an earlier issue on "An Unspoiled English Village." This is the quaint old town of Thaxted, in Essex, which dates back to the days of Euleric, the Saxon Thane.

It is a satisfaction to note the veneration with which these old towns are regarded, and how jealously they are protected from the hand of the modern "restorer." The author of the article, W. H. Cowlishaw, states:

"There is a subtle and scarcely recognized difference between such a village and the modern garden city. The one, of slow growth, clear on the face of it, belongs entirely to the current necessities, expressing the Adam-like wrestling with the soil and the elements, and yet clothed withal in a seemly and pleasant guise. The other is fungus-like, dumped down anywhere, with at least a factory as a nucleus, producing something entirely alien to the soil and district, around which the habitations of the workers accumulate on a preconceived plan, irregular and self-consciously picturesque, or, what is better, formally and frankly planned as an intellectual exercise. It is worse than useless to attempt to imitate the age-long growth of these ancient places, which have come down to us as precious heirlooms, and should be preserved for the benefit of future generations as a national heritage."

A TYPICAL SLEEPING HUT.
(From Architects' & Builders' Journal)

A writer in *The Architectural Review*, preliminary to a discussion of some recent English domestic architecture, is of the belief that "Architecture, from the time of the Greeks onward, has been a record of constant borrowing."

He states:

"There is a right and a wrong way of 'borrowing,' just as there are right and wrong subjects to 'borrow.' Nobody who cares to think for a moment will maintain that there is any reason or merit in 'borrowing' from the undeveloped styles of the past. Much of the Tudor and Elizabethan domestic work, for example, is frankly uncouth. We know perfectly well that it is largely the work of people who did not properly understand what they were doing. Comparing it with the model from which it derived its ultimate origin, we may the more easily understand its real significance; and we thus come to realize that this transitional and undeveloped work is only interesting from the historical point of view."

And again:

"But while it is not desirable to 'borrow' from immature work, it is perfectly legitimate to take and adapt the forms of a mature and finished style. In the eighteenth-century work of our own country we have a model that might well be taken as an exemplar of domestic architecture. It is admirably adapted to modern conditions and requirements, and it seems to combine within itself many of the qualities that go to make up the quiet serenity of typical English home life.

"As we have now become sufficiently broad-minded to admit the legality of 'borrowing' from the past, why should we not 'borrow' thoroughly? To some men the idea of borrowing in any shape or form is altogether repugnant. They would sooner do something bad

THE BYPATH ENTRANCE, THAXTED, SUSSEX.
(From The Architectural Review)

BOLFORD STREET—THAXTED, SUSSEX.
(From The Architectural Review)

which they could call their own than something really good which might lay them open to the charge of plagiarism. It is this close preoccupation with the personal which is responsible for much that is amiss in modern work."

A problem that seriously confronted England on the outbreak of the war was the provision of hutments for the great armies being organized. It became necessary to undertake the construction of hutments on a large scale, and the problem, it is believed, has been satisfactorily solved. As this is a feature that will probably demand considerable attention on the part of our own Government, and second in importance only to the question of military hospitals, an article in *The Architects' and Builders' Journal* of London, of April 18, on "Military Hutments," has considerable present interest. An exterior and interior view of one of the hutments illustrated is reproduced.

In the same journal (issue of April 11) there is illustrated St. George's Hall, in Liverpool, one of a series of monumental buildings being published in this magazine. This building stands as a monument to the architectural genius of Harvey Lonsdale Elmes, who, although a Londoner, built nothing in London, but only in Liverpool. He died in 1847, at the age of 35 years.

It is particularly interesting to learn that in 1856, or nine years after Elmes' death, Liverpool's admiration for his work, and the fact that he had not lived to see the completion of his great hall, led to the raising of a fund, the income of which was devoted to the support of Elmes' widow.

The Architect and Contract Reporter, London, in an editorial in its issue of April 13, urges the creation of the office of a Ministry of Health. It states:

"In the light of further experience and thought we have now come to realize as conditions conducive to pauperism bad housing, deficient light and air, hygienic ignorance, and the neglect of incipient weakness and disease in the youthful subject. We realize, moreover, that the crippling of every worker affects the State, not only with the cost of his maintenance, but with the sacrifice of his productive power—that the communal fisc, in the widest sense, has not only incurred an expenditure, but lost a revenue.

A RECENT EXAMPLE OF ENGLISH DOMESTIC ARCHITECTURE

WEST HOUSE, ST. ANDREWS, MILLS & SHEPHERD, *ARCHITECTS.*

(From The Architectural Review)

"Already, before the war, far-sighted employers of labor have realized that dividends depend upon the health and happiness of their employees, and that these in turn are promoted by such improved housing conditions as are to be found exemplified in Port Sunlight and Bourneville, the beneficial effects of which upon their inhabitants have been proved beyond gainsaying by careful comparison between the school children of these model communities and corresponding residents in the neighboring cities of Liverpool and Birmingham.

"The influence of healthy conditions upon the efficiency of workers has been overwhelmingly demonstrated at the present time by the experience of the Ministry of Munitions, with its two million employees working and worked with the aim of the highest possible output under the strenuous call of manufacture for war."

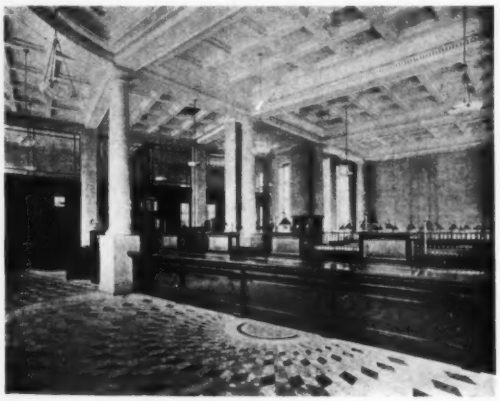
Not only on the score of humanity, but also on that of expediency, the health of a nation should be of primary concern to its government.

The great many "boards" and "commissions" that are supposed to regulate these matters in the United States are in a sense overlapping, and lack any central controlling power.

SOUTH PORTICO, ST. GEORGE'S HALL, LIVERPOOL.

(From Architects' & Builders' Journal)

A ministry, such as is urged in this article, would be a valuable addition to our present Government, as it would to that of England. The economic



A LONDON BANK INTERIOR.

DUNN, WATSON & CURTIS GREEN, *ARCHITECTS*

(From Architects' & Builders' Journal)

aspect of public health is one that has not been as fully considered as might appear necessary, and it has only taken the outburst of war to demonstrate this truth in many ways.

It is estimated that the rebuilding of France and Belgium alone will require the equivalent of the entire annual lumber production of the United States and that the foreign demand will be limited only by ship carrying capacity after peace is declared.

Westchester County Courthouse

MR. BENJAMIN W. MORRIS, ARCHITECT

THIS building is approximately 200 ft. long and 100 ft. deep, and is free standing across the northerly fronts of the recent additions and of the old county courthouse. It is seven stories in height and has been designed so that two additional court rooms may be constructed when the present accommodations are outgrown. The principal front faces Main Street. Monumental character and distinction from the commonplace have been attained rather by dignity of proportion than by overstressing of ornament, which has been used sparingly and with discretion, being conspicuous principally by its absence, but the greatest care and attention have been paid to the study of proportion, detail of mouldings, etc. Twelve fluted free-standing Ionic columns, extending from the second floor level nearly to the fifth story ceiling, decorate the front, and are effectively terminated by robust wall surfaces at either end. The principal approach is a broad and easy system of steps arranged in easy terraced flights, and leading to the severely-classic triple main entrance. This is embellished by carved medallions of Tennessee marble, into which are incorporated the seals of the county and State. In addition, two supplementary entrances serve the ground floor at either end, as well as two private entrances for judges, with their stairways, and the various means of covered communication with the older buildings on the south.

From the main entrance vestibule a few broad, easy steps lead to the spacious central court beneath the light well, the focal point of the building, around which is a complete system of corridor circulation, and from which are served the quarters of county treasurer, surrogate, comptroller, public waiting rooms and covered passageways to the other buildings. Conveniently situated are also the two groups of main stairways and elevators, two cars only out of the ultimate four being installed at present. These, with two enclosed service and fire stairs and the two judges' stairs, provide ample and safe means of vertical communication.

There is not a dark room in the building, all having outside light and air, while the corridors are broad and simply arranged and adequately lighted.

The walls of public spaces are generally faced with Travertine marble, while the court rooms are paneled in quartered oak with an ingenious system of acoustical treatment, securing freedom from noise and reverberation and assuring the tranquility required for court procedure.

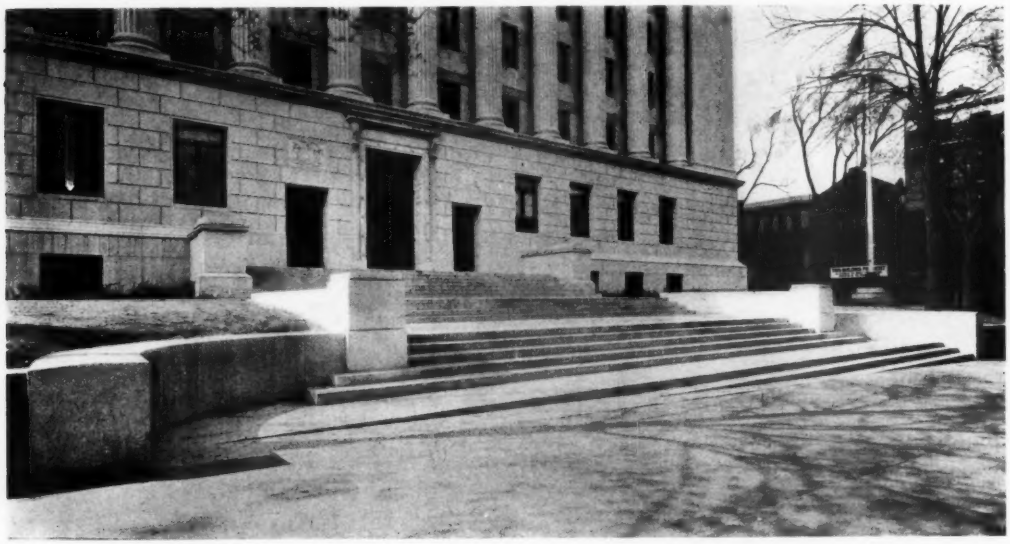
The four Supreme Court rooms are at the east and west ends of the building on the second and

fourth floors, with all customary appendages conveniently arranged. They are spacious, lofty, well lighted, and are heated and ventilated in the most approved manner.

The disposition of the court rooms made possible a very convenient arrangement of the district attorney's quarters which, with the grand jury room, occupy the entire third floor.

The Supreme Court library extends across the front of the building on the fifth floor, and from the stack room two book lifts bring the courts into close and rapid contact with the library.

All structural features of the building are of fire-resisting material. The foundations are of reinforced concrete. Exterior walls are self-supporting, of brick, and stone from the old building, faced with cut cast granite, made in Tuckahoe. The floors, stairs and skylights are carried on steel construction, floor slabs being of reinforced concrete, and all partitions are of brick or hollow tile.



FRONT ENTRANCE

Brooklyn Chapter A. I. A.

At no time have the activities of this Chapter been more marked and never have they been directed along lines that look to larger and more valuable achievement.

The annual meeting and annual dinner were held on May 28th, and both were largely attended.

At the meeting the President was empowered to appoint a special Committee on Housing and Town Planning, to co-operate with the committees of the A. I. A., the New York Chapter and other similar organizations.

In efforts that relate to the services of architects and draftsmen in war time, this Chapter is rendering patriotic assistance. It has taken an active part in the enrollment of volunteers for Government Service. If called upon for special emergency work it will undoubtedly be found ready for any assignment.

As an example of patriotic service in but one office the following copy of a letter received in response to a notice sent out by the secretary regarding enlistment in the National Guard, is of considerable interest:

May 23, 1917.

Mr. Carroll H. Pratt, Secretary,
Brooklyn Chapter A. I. A.,
103 Park Avenue, City.

Dear Sir: With reference to your letter of May 21st, would say that one member of our firm is already a Lieutenant of Engineers, another member is going to the training camp for officers, one of the draughtsmen is a member of the First New York Cavalry, Squadron C, and another draughtsman is going to enlist in the Regular Army.

Respectfully yours,
(Signed) John B. Snook Sons.

Judging from the report of the Committee on Public Improvements, this Chapter takes not only a vital interest in local buildings and public works, but is equally keenly alive to the necessity for a watchful interest over every similar activity in the State and Nation.

This admirable report indicates how thoroughly the Brooklyn Chapter is alive to the importance of things that concern it.

A very valuable suggestion is made as to the proposed erection of a State office building at Albany.

The report states:

The State requires increased space in Albany for the various departments, and it is proposed to acquire the land west of the Capitol for the purpose of erecting a State office building and for a park between it and the Capitol. This seems like a piecemeal proposition, and it would be better that a comprehensive plan for the Capitol development should be worked out to include the property on the south side of State Street as well as the property which it is proposed to take, so that additional buildings could be erected there to balance the Educational Building. The proposed park greatly increases accommodations, and it is now proposed to erect several large department buildings; and it is hoped that the rush to get these buildings will not result in their being improperly placed or of a design out of keeping with the best development along the approved plans of the City.

In its reference to the evident intention of the Government to proceed with the erection of a proposed power plant in Washington, although this project has been the subject of vigorous protest on the part of all the leading artistic societies in the country, the report of this committee states that it is clearly the duty of architects to prevent any hasty or ill-advised action in the location and design of buildings to be erected during the stress of war preparation, and to preserve the plan of the Capital as recommended by the Commission, and which has had the approval of the Institute.

Officers of the Brooklyn Chapter elected for the ensuing year are as follows: President, Carroll H. Pratt; Vice-President, George H. Streeton; Secretary, Alexander Mackintosh; Treasurer, John B. Slee; Surveyor, Robert H. Bryson.

E. L. Masqueray Dead

Emmanuel Louis Masqueray, architect, died at his home in St. Paul, Minn., on May 26th.

Mr. Masqueray was born at Dieppe, France, September 10, 1861. He was educated at Rouen and Paris. He studied at the Ecole des Beaux Arts, Paris, and in 1879 was awarded the Deschaumes prize by the Institute of France. He also received the Chandesaigues prize in 1883. While in Paris he was also an Attaché of the Commission des Monuments Historiques. Mr. Masqueray came to New York in 1887, and was at first connected with the office of Carrere & Hastings, and later in the office of William M. Hunt. He moved to St. Paul in 1893, in which city he practised his profession up to the time of his death.

Chicago Architectural Club

The following officers were elected at a recent meeting of the Chicago Architectural Club:

Fritz Wagner, Jr., president; John C. Leavell, vice-president; Frederick C. H. Stanton, treasurer; Robert L. Franklin, secretary.

The Illinois Society of Architects

NOTES OF INTEREST GLEANED FROM THE MAY BULLETIN

The much debated question, both in the general and architectural press, as to the necessity of State architectural offices, is being considered by the Illinois Society of Architects, by a special committee appointed at a recent meeting.

* * *

The Illinois Council of Defense has recommended that the Congress of the United States be urged to enact at once a rigid and comprehensive food, fuel and commodity act that will vest in a commission to be appointed by the president full power (subject to appropriate safeguards) to regulate and control the production, distribution, transportation and price of foodstuffs, grains, fuel and other basic commodities.

* * *

The president of the society has appointed the following committee to consider the architectural work of the State of Illinois as per the resolution adopted by the society at its April meeting:

Dwight H. Perkins, chairman; D. H. Burnham, Jr., N. Max Dunning, Elmer C. Jensen, Albert Moore Saxe.

* * *

Recently one of the largest corporations in Chicago determined to make a large addition to its already extensive warehouse. The original building had been designed and supervised by one of the leading architectural firms in the United States, but when the new extension was determined upon the officers of the firm thought that by organizing their own construction department they would be able to save a portion of the 6 per cent architects' fees. They, therefore, employed an architect on a salary who had been licensed by the State less than one year and employed an engineer to design the reinforced concrete work.

After the plans had all been prepared and had been signed and sealed by the architect, the architect was given some other work which took him away from the office for a few days, and during his absence his name and seal were erased from the plans and the plans were sealed by a licensed structural engineer and the permit issued on said plans.

The editor of the Bulletin is advised that the architect whose name and seal had been erased is still in the employ of the corporation. It might be added that the building does not fall within the limitations described in Section 12 of the structural engineers' act.

Query: What are the architects going to do about this and similar instances of the very evident intent on the part of engineers to overstep the privileges contained in their act?

In this connection, it is well to remember that the State Board of Architects have ruled that it is dishonest practice for an architect to sign and seal plans for buildings not made by him or under his direction and that the State Board of Examiners of Structural Engineers have ruled that it is *not* dishonest for an engineer to sign and seal plans not made by himself or under his direction. In the interest of fair play, it is to be hoped that the constitutionality of the engineers' act will be soon tested in court. Until this has been done, neither architect nor engineer will know what the engineers' bill actually does provide for.

The Lincoln Highway

As a coast-to-coast road in time of war the Lincoln Highway presents many advantages. That these are appreciated by the Government is proven by the fact that a party of engineers of the United States Army are engaged in making a survey of the Highway to determine all its possibilities as a route for transportation of supplies and bodies of troops. It is learned from the Lincoln Highway Association, whose headquarters are in Detroit, that since the declaration of war there has been a revival of activity in every section traversed by the Highway and that each State has been aroused to the great importance of the undertaking and is acting accordingly.

Forest Notes

Balsa wood, found in Central America, is said to be the lightest known wood. It is lighter than cork and has an average specific gravity of only 0.104.

A wood specimen found in glacial drift and estimated by the Wisconsin State geologist to be approximately half a million years old has been identified by the Forest Products Laboratory of the Forest Service as spruce.

State forests, with a total of over 3,600,000 acres, have been established in thirteen States. Of these New York has the largest forests, which comprise 1,826,000 acres; Pennsylvania is second with 1,008,000 acres, and Wisconsin third with 400,000 acres.

Mr. Roland C. Buckley of Minneapolis and Mr. E. Paul Prins, formerly of Chicago, Ill., announce the forming of a co-partnership for the practice of architecture, with offices at 252 Plymouth Building, Minneapolis.

Idaho Adopts Registration Of Architects

The following summary of the recently enacted Registration Law in the State of Idaho is reprinted from the May issue of *The Western Architect:*

The Legislature of the State of Idaho has passed an act "to provide for the licensing of architects and regulate the practice of architecture." The State Board of Examiners is to consist of five members, one a member of the architectural or engineering departments of the State University, and four architects who have been in regular practice for five years. The term of office is four years, two of the first appointments to expire in two years to secure a two-year alternation. Vacancies, as well as regular appointments, are made by the governor. The examination fee is $20, and is retained whether the candidate passes or not. The license fee is $20, and each practicing member of a firm must have a separate license. The salary of the secretary-treasurer is $500, this and other expenses to be paid from the Board's receipts. Those with school diplomas and three years in practice, who have licenses in another state, and those in practice before the passage of the act, are eligible to registration without examination, the fee being the same as in examination cases. Any person can file plans for buildings that are not prepared by a person "known or styled as an architect," and there is nothing in the act to prevent any builder, or others, from making plans for a building "that is to be constructed by himself or his employees." A civil engineer is not considered an architect "unless he plans, designs and supervises the erection of buildings, in which case he shall be subject to all the provisions of this act and be considered an architect." The penalty for practising or advertising as an architect without having first secured an architect's license is from $50 to $200, or, in default, imprisonment until the fine is paid, allowing $2 for each day of imprisonment.

Fire-Retardant Paint Said to Have Been Developed

The Paint Manufacturers' Association of the United States and the National Lumber Manufacturers' Association believe that the secret of how to make a paint that will render shingles almost unburnable has been discovered. A series of tests made in St. Louis, at the laboratory of Dr. Hermann von Schrenk, before representatives of both associations, showed that the new fire-resistant paint devised by Dr. Gardner of the Institute of Industrial Research gives wonderful results. Dr. von Schrenk has devised a strong fire test which burns through a new, first-class untreated cedar shingle roof every time it is applied. Roof sections, composed of the same kind of shingles, covered with the new paint, proved resistant to this extreme test.

It is believed that this discovery will eventually mean much to the timber-producing States and to the home builder, now debarred from inexpensive construction by city fire ordinances.

Stepped House Fronts

For reasons best known to themselves, our forefathers were wont to build their houses with overhanging stories. Some modern Paris architects, MM. Sauvage and Sarazin, are reversing this method, for they have built in the Rue Vavin a house in which each successive floor is set back several feet, with the object of giving better access of light and air to the lower stories, and of causing less obstruction to the ancient lights on the opposite side of the street. Here we scent danger. Opponents of reform of the laws as to light and air in this country, driven from their present untenable position, may seek refuge in the compromise suggested by the stepped house, which is itself a sort of compromise on the tiers of streets imagined by someone who, struck by the ingenuity of the Rows at Chester, where one walks on top of one row of shops to view a second row, yearned for an extension of the principle. The mediæval builders of Chester, it is argued, would have pushed the idea to a logical conclusion (at the top story) if only the sweet uses of the passenger lift had been known to them. With street piled above street, shop-front above shop-front, the shopkeeper could realize the ideal for which his soul craves—an entire front of unbroken (generally speaking) glittering glass, which should also gratify the architectural sense of propriety because the "acres of glass" will no longer seem to hold up tons of heavy upper stories, but only the final fascia. Thus the stepped house will solve several problems. But it will also create several others. Think of the effect of an entire street of stepped buildings, one side of the road recoiling from the other as in horror at a row of protruding chins and receding foreheads!—Architectural Review (London).

The next annual meeting of the National Housing Association will be held at the Hotel La Salle, Chicago, Ill., from October 15 to 17, 1917. Further information may be obtained by addressing Mr. Lawrence Veiller, secretary of the association, 105 East Twenty-second Street, New York City.

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Second Class Mail Zones

That the opposition to the proposed zone system for second class mail is not centered among the larger number of publishers throughout the country is shown by a report of a special committee of the Merchants' Association of New York, which states in part:

The enormous growth of periodical publishing has been made possible solely by the existence of a moderate charge for postage, without which a low subscription price and general distribution would have been impossible. Through this channel is diffused the widest possible range of knowledge of the utmost value in its educational effect. To the most remote hamlet, to millions of isolated individuals are brought, through the medium of low-price publications, the latest and most complete knowledge of scientific achievements, of practical application of the arts, of innumerable practical details in the field of industry and commerce, all of which promote the intelligence of the individual and serve as the medium of national education. It is because of the public purpose thus served, the purpose of immeasurable benefit to the people and one of the chief instruments of national homogeneity, that a low rate upon newspapers and periodicals is not only justified but demanded as a national benefit.

Moreover, the enormous extent to which this educational medium has been developed has resulted in a large accretion in the revenues from first class postage. The advertisements that are contained in a very large proportion of periodicals are not a source of loss to the Government, no matter how low the rate of postage may be, for the reason that those advertisements result in an enormous increase in the volume of first class matter which pays many-fold the cost of its own transportation and of the transportation of such second class matter. Without the existence of these periodicals, in which advertisements constitute a considerable part, the volume of revenue from first class matter would be very much less than at present, as a large portion of the most profitable part of the Government's postal business arises from and is the direct outcome of the advertising pages of the periodical press.

Long-leaf Pine

An attractive pamphlet has been issued by the Jackson Lumber Company, Lockhart, Alabama, to direct attention to Long-leaf Yellow Pine Rift flooring. Not only are the various purposes to which this wood is adapted in building construction set forth, but there are also included an attractive series of free-hand pencil drawings of the different stages in the production of this very useful wood, and also an interesting account of the locations in which it is produced.

These pamphlets will be forwarded to architects upon application.

Lumber Production in 1916

A total computed lumber cut for the United States in 1916 of 39,807,251,000 board feet is announced by the Forest Service. This figure is based on reports received up to April 15, from 17,201 sawmills out of the 30,081 believed to have operated last year. It is estimated that the actual cut was slightly in excess of 40 billion feet. An earlier estimate, based on partial reports, indicated a total output of 41¾ billion feet. The figures now given are regarded as practically final.

The State of Washington was again the largest producer with a lumber cut of 4,492,997,000 ft.; Louisiana was second with 4,200,000,000 ft., and Mississippi third with 2,370,000,000 ft.

Southern yellow pine with a total of 14,975,000,000 ft. forms 37.6 per cent of the entire cut. Douglas fir, its nearest competitor, is credited with 5,416,000,000, while oak, with a cut of 3,500,000,000, is third.

INDUSTRIAL

New Officers of Sargent & Company

At the annual meeting of Sargent & Company, New Haven, Conn., held on May 17th, Wilfred Lewis and Ziegler Sargent were elected as directors of the company, and the following members of the board of directors were re-elected: Henry B. Sargent, Edward R. Sargent, Joseph D. Sargent, G. Lewis Sargent, John Sargent, Bruce Fenn and George F. Wiepert.

The new officers of the company are as follows: President, Henry B. Sargent; Vice-President, G. Lewis Sargent; Secretary, Murray Sargent; Treasurer, Ziegler Sargent.

Nonpareil Corkboard Insulation

The Armstrong Cork and Insulation Company Pittsburgh, Pa., has issued a small booklet on the insulation of cold storage rooms. The importance of proper insulation is discussed at some length, and the properties which a satisfactory insulating material should possess are listed as follows: It should be a good non-conductor of heat; non-absorbent of moisture; durable in service; sanitary and odorless; compact; structurally strong; slow-burning and fire retarding; reasonable in cost.

It is claimed that Nonpareil corkboard combines to a remarkable degree these principal requirements, and considerable space is devoted to a presentation of evidence to that effect.

Copy of the booklet may be had upon request.

VIA BALBI, GENOA